

SEAFARING

THE ORGAN OF THE SEAFARING CLASS,
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.
A Weekly Newspaper for Seafaring Folk and their Friends.

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ONE PENNY.

AS OTHERS SEE US.

Ship Masters' and Officers' Union.—"Best medium for advertising."

Morning Advertiser.—"Smartly written."

Daily Chronicle.—"Able conducted."

Reynolds's Weekly Newspaper.—"Bright."

Marine Record.—"Doing pioneer work."

Coast Seamen's Journal.—"Come to stay."

Railway Review.—"Circulation nearly 20,000."

Literary World.—"Will be appreciated by all who go down to the sea in ships."

Coast Seamen's Union (San Francisco).—"A worthy champion of the sailors' cause."

Star.—"Good literary matter."

Liverpool Daily Post.—"Most popular."

Glasgow Herald.—"Interesting."

Liverpool Mercury.—"The organ of the seafaring class."

Weekly Times and Echo.—"The parent of the Seamen's and Fishermen's Unions."

Weekly Dispatch.—"The success of the Seamen's Union has been largely due to the sagacity and energy with which SEAFARING has advocated the cause of the sailor."

The People.—"Useful."

Liverpool Echo.—"Multiform attractions."

The Democrat.—"Useful work."

Seaboard.—"A warranty of long life."

Baillie.—"Dealing even-handed justice."

Weekly Budget.—"A career of much prosperity and usefulness."

Mercantile Marine Service Association Reporter.—"Written in true sailor style."

Scottish Leader.—"Its sails are already filled with a favouring breeze."

Men and Women of the Day.—"Enjoys an enormous circulation."

Derry Journal.—"High reputation."

Western Daily Press.—"Full of original matter."

Eastern Daily Press.—"Something in its columns to suit even gentlemen of England."

Engineers' Gazette.—"Rapidly improving."

Northern Echo.—"Vigorously written. Doing its work well."

Southampton Observer.—"Zeal and ability."

Tonbridge Free Press.—"Interesting to everybody."

Hampshire Independent.—"Well conducted."

Cork Examiner.—"Most valuable."

South Wales Echo.—"Well edited."

Hastings News.—"A welcome guest."

IN THE DOG WATCH.

The new Union organ announced in its first number that it would be "the property of the Sailors' and Firemen's Union, and its policy and methods subject to the approval of the officers and executive of that body."

This placing of the officers before the Executive is significant.

The officers are supposed to be the subordinates of the Executive, but here the Executive are made to appear as subordinates of the officers.

In the first number there was a false and malicious libel on SEAFARING. In the second there is a tissue of libellous falsehoods concerning the editor of SEAFARING.

From this it would appear that the officers and Executive of the Union sanction these libels.

This is readily understood, seeing that it is not the officers and the Executive of the Union who may have to pay for this sort of amusement, but the sailors and firemen themselves.

In other words, the officers and Executive seem rather reckless regarding the expense they incur, as it has not to be borne by them but by the sailors and firemen.

Yet these are the people who pretend that it was to save money that they attempted to scuttle SEAFARING.

To condescend to contradict the numerous lies regarding SEAFARING published by the new paper, might be to pay it too great a compliment, and to devote too much of our space to personal matters. In the proper manner we shall deal with this cowardly and infamous persecution, and in the meantime shall only add that, like nearly every other statement regarding SEAFARING made by the new paper, it is absolutely false that Mr. Cowie has "collected" money to keep SEAFARING afloat since the Union stopped supplies. The only money collected consists of accounts due to the paper. We have not yet collected what is due to the paper by the Sailors' and Firemen's Union, nor by one of its officials, but even that we do not despair of. Despite the frantic attempts of the new Union paper to destroy the credit of SEAFARING and its proprietor, this paper has continued, and will continue, to appear, without a farthing of aid from the ship-owners or the Shipping Federation, simply because SEAFARING represents the majority of the seamen, and has always proved true to them, while the Union has proved false, and is tottering to its fall, by reason of the dishonesty, folly, ignorance, and blind greed with which it is conducted.

YARNS.

CLXXXVIII.

A LABRADOR VOYAGE.

In 187—, as I roved the West India Docks in search of a ship, my eye fell on a snug little barque of about 250 tons register.

Her name was the *Harmony*, and scanning her with a nautical eye, I observed among other points that her bows were sheathed for protection against ice, and I was also much struck with her well-executed figure-head, representing an angel sounding an imaginary blast on a gilded trumpet.

I stepped on board and addressed a swarthy weather-beaten chap, who turned out to be the mate. From him I gathered that the well-formed little craft was the famous Moravian mission barque *Harmony*, which makes an annual trip to the coast stations of Labrador.

In due course articles were signed, and among other items they contained an undertaking on the part of the crew to conform to a rule of the ship against "swearing or the use of profane language," and a fine of two days' pay was to be the penalty for each offence.

What an opportunity for that lucky crew to adopt the phrases of refined society and abandon the rough and forcible terms of speech which strung together form the "lingo" of the foc'sle! The crew signed the articles, but I can assure you that made no observable difference in the mode of their utterances; in fact, from stem to stern the rule was freely honoured in the breach. Perhaps the good folks who support the society felt inwardly satisfied that in framing the rule their moral duty had been discharged, and that it would act as a kind of heavenly insurance. Had this rule been strictly enforced, there would have been a "poor pay day" for every hand, and as to dear "old Billy" the cook (who could without any effort have sworn away six months' pay before coffee in the morning) his account would have shown a considerable debit.

Towards the end of June we sailed from London to Stromness (Orkney), and after a short stay shaped our course for Labrador.

After passing Cape Farewell the temperature fell considerably, and we had dull, sunless weather. Then we sighted our first iceberg, and a solitary, desolate, deserted-looking object it was, in appearance not unlike a huge mass of block salt or loaf sugar.

As we went further west icebergs became more frequent, until one forenoon we sighted right ahead what appeared to be

one of unusual size. It rose above the horizon like a white cloud, and some of the sailors said it was only "Cape Flyaway."

It did not fly away, however, and by the aid of the glass we knew it was high land, and the skipper pronounced it to be the rugged, snow-clad peak of the Kiklaipit, which rises 3,500 feet above the sea.

Nearing the coast we met a field of ice 10 miles wide, and changed our course, steering to the south for about 150 miles. We entered the harbour of the southernmost station, Hopedale, which lay in a well-sheltered spot.

The harbour was studded with drift ice, the field having only recently broken up. The sun shone brightly, and we felt almost overwhelmed with the sudden rise in the temperature.

As the little barque glides into the bay we observe on our starboard hand the settlement, consisting of mission-house, church, stores, seal oil factory, and the huts of Esquimaux and settlers. Sails are clewed up and the anchor is dropped—a puff of white smoke from the ship's side and a loud report officially proclaim our arrival.

Then across the water the melodious strains of a fine old Moravian hymn are wafted to our ears, and we observe on the shore a group of Esquimaux, who thus give us welcome.

The hymn concluded, "Old Billee" fired a salute of seven guns, in accordance with the traditional practice of the Labrador ship. Before we have had time to stow canvas, a procession of boats filled with natives makes for the ship, the occupants shouting, "Oksuni, oksuni, oksusse," which is their word of salutation. Then they swarm on board, and peer curiously into our faces, inquiring "Kina kinnet?" (who are you?) One or two hands have sailed in the ship before, and though many years ago, are recognised with the exclamation, "Old Tack" (pigeon English.) "Old Billee," called by the natives "Chimo," received an affectionate welcome, and the sight of so many beaming copper-coloured faces, almost compensated one for the inexpressible odour which characterises the native of Labrador.

We soon get to work unloading and landing stores, and taking in seal-oil and skins to bring home, and after a week's stay we leave Hopedale for Zoar, the next station.

Before leaving the missionaries and their wives come to say good-bye. Each sailor is presented with a churchwarden pipe, some tobacco, tea, coffee, sugar and a small loaf. Formerly "prayers" were added, but we were well contented with the material part of the ceremony which remained.

I may also mention that just after our arrival a schooner towed in the carcass of a whale, and after cutting off the blubber let the remains go adrift. They stranded just opposite the settlement, and near the point where we landed cargo. The stench was almost unbearable, and the air resounded for three days and nights with the barks and yelps of some 200 Esquimaux dogs, which were gorging and continuously fighting over this unexpected supply of food. When those dogs had finished the bones were cleaned up fit for a museum, and it didn't take them long either.

Having visited Zoar, a pretty little station which lies in a snug creek, and is surrounded

with dwarf pines, we sailed on to Nain, the headquarters station, and thence to Okak.

While there I took a ramble with a shipmate, and ascended a mountain some 2,000 feet high.

Here we had a fine view of the surroundings, and looking seawards I saw a scene that deeply impressed me with the utter dreariness of this coast.

Beyond the mainland, stretching out on either side of the Bay of Okak, were numbers of islands and rocks indescribably bare and jagged, while outside a weird ghoul-like array of icebergs drifted in straggling procession past the coast. The horizon was lost in a dreary haze which hung beneath a leaden sky, and gave the finishing touch to this picture of coldness and inhospitality. Then my thoughts travelled

"To more genial climes,
To fertile lands in verdure clad;
Where Nature's kindlier charms arrayed
Themselves, to make the heart feel glad—
Lands where the air is light and free,
And sunny warmth gives light and health,"

And I could not help but recognise the self-sacrifice meant by the residence in these parts of Europeans, who devoted themselves and their lives to an ideal of doing good to their fellow-kind.

Want of space prevents me from adding more than that, after visiting Hebron and Ramah, we came across the pond, with good canvas spread before strong westerly gales, and anchored in Ramsgate Roads on the sixteenth day out from Ramah.

COMMUNION AT SEA.

(COMMUNICATED.)

In modern times devout communicants of the sea have few opportunities of partaking of the Lord's Supper on board their ships. It was not always so, as the naval chronicles of Reformation times tell us. But until less than thirty years ago, even in those of H.M. ships which carried chaplains, the showing the Lord's death was a very uncommon event. Naval captains who were not themselves communicants, objected to a service on board, which they themselves did not take part in. Officers who were communicants often regarded the Lord's Supper with a superstitious awe, as something so far above prayer, preaching, or dying, that it must not take place except within certain buildings with particular surroundings, which could not, from the nature of the case, be found on board ship. Excessive veneration for the Lord's Supper was allowed to set aside obedience to the Lord's plain commands, and souls were thus defrauded of spiritual nourishment, stunted and deformed. Naval chaplains getting into a rut of custom, acquiesced in the disobedience, and withheld the elements in both kinds from the laity on board. This great witness being thus lost on the non-communicants, vice, immorality, and sin showed themselves rampant in disease and imprisonments, in shocking moral degradation sadly evidenced by surgeons and police.

The publicity given at that time to this sad state of things in the Royal Navy aroused the naval authorities, the communicants, and the chaplains, so that what had before been pronounced practically impossible on board ship, is regularly and

publicly administered on board H.M.'s ships.

As mercantile vessels do not ordinarily carry chaplains at sea, those sailors who communicate when on shore are under peculiar difficulties as to this holy ordinance when afloat. And many merchant officers in their love for their Lord venture on the hazardous practice of administering the Lord's Supper to one another; so much so, that the chief Sailors' Society in the United States publishes a manual of suggestions to officers for conducting worship on board ship, in which specific directions are given how they should administer the Lord's Supper to their crews.

And in a collection of essays on "Church Organisation in the Royal Navy," published by the Naval Church Society, this practice is described as taking place in those of H.M.'s ships which do not carry chaplains. These acts are at least strong evidence of a great desire on the part of nautical communicants to show forth the Lord's death amongst their comrades on board ship, where a public witness for Christ is greatly needed, and most effective, and where the absence of such a witness works havoc to the bodies and souls of sailors, as the hospitals of seaport towns bear awful testimony.

But the administration of the Lord's Supper on board ship has not been wholly neglected by the various Societies which make spiritual provision for the merchant shipping.

During the last year alone the S.P.C.K. appears to have provided sixty-one emigrant ships with chaplains for their outward voyages, and in all cases but about three these chaplains were able to administer the Lord's Supper to the emigrants on board. We regret, however, that the S.P.C.K. chaplains did not see their way to inviting the officers and crews also to participate in the holy feast. When, a few years ago, the Deep Sea Fishermen's Mission began its medical work in the North Sea, its temporary summer chaplains were enjoined to administer the Lord's Supper at their Sunday services, and large numbers of fishermen came to the Lord's Table out there in the open sea—showing a readiness on the part of seafaring men when afloat to respond to the invitation. The fact is, the godly sailor in our merchant ships has often such a keen fire to stand from godless comrades, that the man who will kneel in individual prayer in the fore-castle must "dare to be a Daniel," not merely in song, but in practice. It is a fearful trial to flesh and blood for a Christ-loving sailor to have to live for months together, day and night, at all hours, whether working or resting, waking or sleeping, in the sight or hearing of perhaps foul-mouthed men who actively oppose themselves to all that is pure and holy, and of good report, and to every elementary Christian practice. The Christian sailors who stand, it may be, almost alone in such uncongenial company, need every help Christ has provided, and every brotherly encouragement. They are far too few in number to recognise "our unhappy divisions," and godly seamen, of whatever denomination, are ready and willing to meet together gladly for united acts of worship on board ship.

The chaplains of the Missions to Seamen, in their fugitive and brief visits to the crews in roadsteads, have no time, even if they had the desire, to separate the sailors on board into religious denominations. The chaplain don't know, or care to know, who

TO HELP SEAMEN, the best way is to buy and read SEAFARING, to recommend your friends to do so, and get people to advertise in SEAFARING.

are Churchmen, who are Nonconformists, or who are Roman Catholics. All are equally invited to assemble themselves together for united worship in the captain's cabin, in the forecabin, or on the open deck, and all are open to follow for the time being the order of worship of the National Church. Many of the sailors may be foreigners, but they, too, are content whilst sailing under the British flag to accept the cross in the flag as the symbol of the religion of the country which they serve. Ordinarily, the message of the Missions to Seamen chaplain in roadsteads must be that of an evangelist, crying, "Behold the Lamb of God which taketh away the sins of the world," proclaiming forgiveness of sin through the only Name given under heaven whereby we must be saved. But, after thirty-five years' evangelisation, the work of the teacher in building up souls in their most holy faith must occasionally be in operation on board those ships which carry several communicants. As it was in the Royal Navy thirty years ago, so it is in the mercantile marine now, unless the captain himself be a communicant—as many merchant captains, thank God, are—he may put difficulties in the way of the chaplain administering the Lord's Supper on board his ship. Or if the merchant captain be a communicant when ashore, he may be prepared to bear such a public witness for Christ before his officers and crew on board. Perhaps he has never seen the Lord's Supper administered afloat, and may have the same superstitious awe of it as led naval officers thirty years ago to set aside their Lord's plain command; just as there are sailors who have never seen Divine service conducted at sea, and so say that "religion is out of place on board ship."

Still there are merchant captains, officers, and sailors longing to show the Lord's death on board their ships. Many of these are, doubtless, Nonconformists, showing that they do not owe their being brought to a saving knowledge of Christ to the agency of Churchmen. But just as the chaplain visiting a ship in the roadstead invites all the sailors to a service, without knowing or caring to know to what denomination they may belong, so in inviting them to the Lord's Table the chaplain has no means of discriminating who are Churchmen, and can have no desire to forbid any who love the Lord Jesus Christ from coming to the Lord's Table. The life of a sailor on board ship is far too well known by his comrades for anyone to present himself to participate in the Lord's Supper whose life is not an honest endeavour faithfully to serve God; so that unworthy communicants are not to be expected afloat. Wherever chaplains have been able to administer the Lord's Supper on board ship, whether of the Royal or the Merchant Navy, it has given great joy to the sailors who communicated, and been, we believe, no less a source of strength and comfort to the seamen's chaplain himself; has brought a great blessing to the whole crew by the public witness to the Lord's death, verifying on the waters Miss Havergal's hymn:—

Thou art coming; at Thy Table
We are witnesses for this.

SOME 30 barges, having over 100 persons on board of them, have been torn from their moorings by drift ice on the River Oder, at Breslau, many of them being wrecked. Heartrending scenes occurred while the barges were drifting to destruction, many women and children being on board. It is stated that over 40 persons have perished.

NAVAL EXAMINATIONS.

From a private yet reliable source we learn that an officer of high rank in the naval service is attempting to grapple with the anomalies which surround the present system of examination for warrant rank. In this, we venture to think, he will have the sympathy of every officer of our class, for the method of examination which now obtains is such an anachronism in the nineteenth century, so unfair and misleading in its nature, is so far removed in principle from similar tests for other ranks of officers, and its results are frequently so ludicrous, as to merit the entire sweeping away of the system, root and branch.

In the days when Mr. Midshipman Easy went to sea, it was necessary for young gentlemen to read and write fairly and to know the first three rules of arithmetic, while at the same time the warrant officer was supposed to be similarly qualified. Since that date the qualifications of a candidate for a (possible) successorship to Lord Nelson have considerably increased, while those of our rank remain exactly where they were, and it is an absolute fact to-day there is for three of the four classes of W.O.'s no educational test of any practical value. Even candidates for the rank of gunner, who have to undergo a course of mathematical study, may be as independent and unorthodox as they please in matters both of orthography and grammar. This certainly is not as it should be, and we contend that as a means to the end, for which most of us are striving, *i.e.*, the elevation of our class socially and professionally, any alteration of the present imperfect system will help us forward in the line we desire to travel.

Every examination of, or for, the rank of officer, always excepting that for W.O., is conducted on the modern method of settled subjects, and a pre-determined scale of marks in each. In our case the old haphazard system of the last century still obtains, so that a man who may ignominiously fail to-day before an Examining Board, may to-morrow, by another set of examiners, be certified as having passed a specially good examination. Nor is this the only case in which disparities occur. Two men may go before a Board and be examined in seamanship, A passing well, B indifferently; they elect to go through the Gunnery School, and both, in process of time find themselves with legs under the mahogany of that establishment. A does credit in every instruction, and is specially commended, when, having "written his book," he is placed on the roster for promotion to rank of gunner. B, on the other hand, scrapes through with difficulty, and, in the final examination, absolutely fails. The equitable result should be that A will be promoted, while B will wait awhile until he has gained more knowledge and experience. This is what *should* happen; as a matter of fact, however, the diametrically opposite has frequently taken place, and the hypothetical A has, when promoted, found B already an officer some twelve or eighteen months his senior.

These are some of the evils that require remedying. What we suggest is:—

- (a.) A general educational standard for all petty officers and men, similar to that which is in vogue in the army.
- (b.) Except in cases of promotion for valour, etc., no petty officer to be eligible for Warrant rank unless in possession of a

first-class certificate—this in addition to the present service qualification.

- (c.) That the examination for executive W.O.'s be in the same subjects throughout, and that a system of marks for each subject be established. The selection for promotion should be made strictly by the roster, so that no interest should make an early promotion possible.
- (d.) Petty officers who obtain a maximum of marks in every subject to be placed, at once, on top of the roster, in a similar way to an Acting Sub-Lieutenant in like circumstances.

We venture to think that the adoption of some such system as we have here sketched out would result in an improvement of the class from a service point of view; the Warrant rank itself would gain by the advanced education of those who would join it, while on the lower deck much of that distaste which is now felt by eligible petty officers to submit to the qualifying examination, because of the element of chance which is inseparable from it, would be eliminated, and thus the Warrant rank would consist, as it should do, of the very flower of the men of "ranker" class.—*Our Gazette.*

THE GOVERNMENT AND THE SEAMEN.

Mr. Harry S. Frith, Parliamentary candidate for Lowestoft, writes to the daily papers:—"The enclosed letter, which I have just received from Mr. Plimsoll, will be of public interest. I may explain that it is in reply to a letter I wrote Mr. Plimsoll calling his attention to a statement circulated by the Radical party in Lowestoft. The memorable statement which Mr. Plimsoll made last October, and to which he refers, was as follows:—"For my own part, therefore, although I am a Radical, and although I recognise with gratitude all the good which the Liberal party has done to the nation, I dread more than I can say any change in the position of political parties, as I feel sure that the fair hopes which we now indulge with reason on behalf of the seaman will have to be abandoned if we lose our present Government, and I earnestly recommend seamen therefore, and all other working men who care for sailors, sailors' wives, and sailors' children, to do their very best at the next General Election to keep the Conservatives in power."

SIR,—The statement attributed to me to the effect that I had said "If the Liberal candidates were not returned immense damage would be done to the fishing interest," is without any foundation whatever, and the originator of the falsehood must have known that it was a falsehood. I adhere without any qualification whatever to what I said at the Congress of Seamen in October.—I am, dear Sir, yours faithfully,

(Signed) SAMUEL PLIMSOLL.

Folkestone, Feb. 4, 1892.

DECK CARGO.—At the Liverpool Police Court William Woods was charged that on Jan. 30 last, he being then master of the vessel *Cardiff Castle*, which had arrived in the Mersey from Charleston, did permit 1,723 cubic feet of oak staves to be carried as cargo within an uncovered space on deck, contrary to Section 24 of the Merchant Shipping Act, 1876, thereby rendering himself liable to a penalty of £90. Mr. Paxton appeared for the Board of Trade, and Mr. Birkett for the defence. The charge was not denied, and in the course of the hearing it was stated that the only persons to derive any benefit from carrying this cargo on deck were the charterers and consignees; to the owners of the vessel it did not make any difference. The magistrate inflicted a fine of 20s., with £2 18s. costs.

HOMeward BOUND.

The following have been announced since our last report:—

Aston Hall s left Suez Feb 3, for Liverpool
 Angerton s left Newport News Feb 3, for Liverpool
 Aleppo s left Boston Feb 2, for Liverpool
 Aliria s left New Orleans Feb 4, for Liverpool
 Adelaide left San Francisco Jan 30, for Liverpool
 Aconcagua s left Monte Video Feb 3, for Liverpool
 Aurania s left New York Feb 6, for Liverpool
 Ariosto s left Aden Feb 4, for London
 Ajax s left Suez Feb 6, for London
 Agamemnon s left Perim Feb 3, for London
 Ameer s left Colombo Feb 8, for London
 Atarama s left Port Chalmers Feb 4, for London
 Amazon left San Francisco Jan 23, for Queenstown
 Argus left San Francisco Feb 2, for Queenstown
 Assyrian s left New York Feb 5, for Clyde
 Anchoria s left New York Feb 7, for Clyde
 Alaska s left Philadelphia Feb 27, for U K
 Albania s left Baltimore Jan 30, for U K
 Alnsdale s left Iloilo Jan 27, for U K
 Amsterdam s left New York Jan 30, for U K
 Arvilla left Savannah Feb 2, for U K
 Amphitrite left Mobile Feb 2, for U K
 Alicia s left New Orleans Feb 7, for U K
 Brunswick s left Lisbon Feb 5, for Liverpool
 Benwick s left Norfolk Feb 2, for Liverpool
 Basil s left Ceara Feb 4, for Liverpool
 Britannia s left Colombo Feb 4, for London
 British Crown s left Boston Feb 7, for London
 Bessfield left Astoria Feb 1, for Queenstown
 British General left San Francisco Feb 8, for Queenstown
 Bland left Savannah Jan 18, for Glasgow
 Bramham s left Newport News Jan 30, for U K
 Brigella s left Philadelphia Feb 2, for U K
 Barbara Preve left Philadelphia Feb 2, for U K
 Bravo left Philadelphia Feb 2, for U K
 Bonita left Savannah Feb 4, for U K
 Bala s left Baltimore Feb 7, for U K
 Basil s left Caera Feb 4, for Southampton
 Clan Gordon s left Malta Feb 6, for Liverpool
 City of Edinburgh s left Gibraltar Feb 8, for L'pool
 City of Chicago s left New York Feb 3, for Liverpool
 Coomassie s left Lagos Feb 3, for Liverpool
 Cephalonia s left Boston Feb 6, for Liverpool
 Clan Macpherson s left Gibraltar Feb 7, for London
 Culgoa s left Suez Feb 9, for London
 Coptic s left Rio Janeiro Feb 3, for London
 Clan Macdonald s left Suez Feb 6, for London
 City of Bombay s left Malta Feb 6, for London
 Clan Macgregor s left Aden Feb 5, for London
 Clan Sinclair s left Colombo Feb 3, for London
 City of Venice s left Suez Feb 8, for London
 Capella s left Colombo Feb 3, for London
 Canton s left Colombo Feb 7, for London
 Cathay s left Colombo Feb 4, for London
 City of London s left Calcutta Feb 5, for London
 Clan Mackinnon s left Bombay Feb 6, for London
 Chrysolite left Mobile Feb 7, for Clyde
 County s left Philadelphia Jan 26, for U K
 Corona left Savannah Feb 3, for U K
 Oaxo s left New Orleans Feb 1, for U K
 Cachemire s left New York Feb 3, for U K
 Cilurnum s left New York Feb 5, for U K
 County Down s left Charleston Feb 5, for U K
 Conductor left New York Feb 7, for U K
 Condoren left Pensacola Feb 4, for Shields
 Clyde s left St. Vincent Feb 4, for Southampton
 Coleridge s left Rio Janeiro Feb 8, for Southampton
 Dabulamanzi s left Madeira Feb 4, for London
 Dorunda s left Rockhampton Feb 5, for London
 Dunbar Castle s left Cape Town Feb 7, for London
 Duchess of Edinburgh left Calcutta Feb 6, for Dundee
 Deer Hill s left Norfolk Feb 2, for U K
 Dunedin s left Newport News Feb 7, for U K
 Ems s left New York Feb 6, for Liverpool
 Eivion left Iquique Feb 4, for Falmouth
 Elise left Philadelphia Feb 2, for U K
 Ebskaro s left New Orleans Feb 2, for U K
 Edith s left Galveston Feb 8, for U K
 Federation s left Philadelphia Feb 2, for U K
 Flora P. Stafford left Philadelphia Feb 4, for U K
 Georgian s left Boston Feb 4, for Liverpool
 Gaditano s left New Orleans Feb 4, for Liverpool
 Gulf of Anoud s left Gibraltar Feb 5, for London
 Glamorganshire s left Gibraltar Feb 4, for London
 Gaskwar s left Port Said Feb 3, for London
 Gulf of Lions s left Albany Feb 7, for London
 Glenfruin s left Singapore Feb 4, for London
 Gerlyon s left Penang Feb 3, for London
 Glauco s left Singapore Feb 6, for London
 Gatesere left Iquique Feb 3, for Falmouth
 Glanivor left Iquique Feb 4, for Falmouth
 Glenfield s left New Orleans Feb 3, for U K
 Goschen left New York Feb 3, for U K
 Gaeta left Brunswick Feb 4, for U K
 German s left Cape Town Feb 1, for Southampton

George Washington clrd at Pensacola Feb 2, for Grangemouth
 Hispania s left Perim Feb 4, for Liverpool
 Haytor s left Baltimore Feb 4, for Falmouth
 Hesperia s left New York Feb 2, for Glasgow
 Hannah Blanchard left New York Feb 2, for U K
 Highland Prince s left New Orleans Feb 1, for U K
 Hernan Cortez s left New Orleans Feb 1, for U K
 Hesperia s left New York Feb 3, for U K
 Hay Green s left Norfolk Feb 6, for U K
 Hvideorn left Savannah Feb 5, for U K
 Holkar s left Philadelphia Feb 8, for U K
 Hypatia s left Philadelphia Feb 5, for Cork
 Hevelius s left Bahia Feb 2, for Southampton
 Irthington s left Mobile Feb 4, for Liverpool
 Ionic s left Lyttelton Feb 6, for London
 Innisowen Head s left Baltimore Feb 3, for U K
 Ismaili left Charleston Feb 5, for U K
 Jumna s left Naples Feb 6, for London
 John Foug left Brunswick Feb 6, for U K
 J N Madvig s left New York Feb 8, for U K
 Kansas s left Boston Feb 3, for Liverpool
 Knight of St George s left Norfolk Feb 3, for L'pool
 Kaloon s left New York Feb 2, for London
 Kennett s left Demerara Feb 1, for London
 Kovno s left Suez Feb 6, for Hull
 Ludgate s left Newport News Feb 7, for Liverpool
 Lock-ley Hall s left Marseilles Feb 9, for Liverpool
 Liguria s left Coronel Feb 1, for Liverpool
 Lord Clive s left Philadelphia Feb 4, for Liverpool
 Lady Armstrong s left Suez Feb 7, for London
 Ludgate Hill s left New York Feb 2, for London
 Leo s left Philadelphia Feb 2, for London
 Loch Cree left Port Adelaide Feb 6, for Falmouth
 Loch Trool left Iquique Feb 1, for Falmouth
 Letimbro s left New York Feb 3, for U K
 Lord Lansdowne s left Baltimore Feb 8, for U K
 Lord Londonderry s left Baltimore Feb 8, for U K
 Loughbrigg Holme s left Norfolk Feb 6, for Barrow
 Lord O'Neill s left Baltimore Feb 5, for Belfast
 Maoin s left Norfolk Feb 4, for Liverpool
 Methley Hall s left Kurrachee Feb 4, for Liverpool
 Majestic s left New York Feb 3, for Liverpool
 Manauense s left Para Feb 3, for Liverpool
 Maori s left Tenerife Feb 8, for London
 Moyune s left Suez Feb 7, for London
 Montana s left Philadelphia Feb 6, for London
 Massillias left King George's Sound Feb 6, for L'nd'n
 Marian Woodside left San Francisco Feb 2, for Queenstown
 Moel-y-Don left Iquique Feb 3, for Falmouth
 Millwall left Port Pirie Feb 4, for Falmouth
 Moor s left Cape Town Feb 3, for Southampton
 Netherby Hall s left Suez Feb 6, for Liverpool
 Nubia s left Leonda Feb 4, for Liverpool
 Nomadic s left New York Feb 4, for Liverpool
 Ning Chow s left Singapore Feb 3, for London
 Norfolk s left Savannah Feb 7, for U K
 Ninian Stewart s left Baltimore Feb 1, for Cork
 Ottoman s left Boston Feb 5, for Liverpool
 Ophir s left Suez Feb 6, for London
 Oroya s left Albany Feb 8, for London
 Oranje Prince s left Philadelphia Feb 6, for U K
 Oakland s left New Orleans Feb 6, for U K
 Oberon left Philadelphia Feb 4, for Hull
 Oron s left Suez Feb 1, for Hull
 Ping Suez s left Malta Feb 3, for London
 Parramatta s left Brindisi Feb 5, for London
 Persia s left Suez Feb 4, for London
 Patroclus s left Suez Feb 6, for London
 Peninsular s left Suez Feb 8, for London
 Port Crawford left San Francisco Feb 8, for Queenstown
 Port Jackson s left Norfolk Feb 6, for U K
 Pennol s left Norfolk Feb 6, for U K
 Prudentia s left Philadelphia Feb 6, for U K
 Pensher s left New York Feb 7, for U K
 Roumania s left Bombay Feb 6, for Liverpool
 Roma s left Aden Feb 7, for London
 Ramlek s left Suez Feb 6, for London
 Ravenna s left Colombo Feb 1, for London
 Rochdale s left New Orleans Feb 1, for U K
 Rosarian s left New Orleans Feb 1, for U K
 Rex left Galveston Feb 3, for U K
 Rockabil s left New Orleans Feb 4, for U K
 Santo Domingo s left Suez Feb 5, for Liverpool
 Sardinian s left Portland, Me, Feb 5, for Liverpool
 Sutlej s left Port Said Feb 3, for London
 Scindia s left Colombo Feb 7, for London
 Sabrina left Iquique Feb 5, for Falmouth
 Sarmatian s left Boston Feb 7, for Clyde
 Sarmaia s left Philadelphia Feb 2, for U K
 Southwold s left Newport News Feb 5, for U K
 St Pancras s left New York Feb 8, for U K
 Tenerife s left Madeira Feb 3, for Liverpool
 Twickenham s left Newport News Feb 7, for L'pool
 Thetis s left Bussorah Feb 3, for London
 Trafalgar left Sydney Feb 4, for London
 Thermopylae left Melbourne Feb 6, for London
 Tigris s left Suez Feb 7, for London
 Tresco s left Galveston Feb 3, for U K
 Thor left New York Feb 7, for U K
 Thomas Turnbull s left Baltimore Feb 7, for U K
 Trave s left New York Feb 2, for Southampton

Trent s left Buenos Ayres Feb 3, for Southampton
 Ulidia left Astoria Feb 2, for Queenstown
 Volta s left Lagos Feb 8, for Liverpool
 Victoria s left New York Feb 4, for U K
 Vesuvio left New Orleans Feb 5, for U K
 Vanango s left Baltimore Feb 8, for U K
 Wisconsin s left New York Feb 3, for Liverpool
 Washington s left Savannah Feb 3, for U K
 William D left Brunswick Feb 6, for U K
 Yarrowonga s left Adelaide Feb 3, for London
 Yorkshire s left New York Feb 7, for U K
 Yeddo s left Suez Feb 2, for Hull
 Zurate s left Bahia Feb 4, for Liverpool

THE result of the inquiry into the stranding and abandonment last December of the ship *Warwickshire*, of London, is that the Court finds the vessel was not navigated with proper and seamanlike care; that the master is not in default, but committed serious errors of judgment; that the chief mate is not in default, but that he committed a grave error of judgment, and the second officer is not in fault.

LIFEBOAT SERVICE.—The lifeboat *Sunlight* No. 1, belonging to the Royal National Lifeboat Institution, and stationed at Ormes Head, Caernarvonshire, was launched Monday afternoon, and saved two men from the schooner *John Nelson* and three men from the ketch *Seagull*, both belonging to Beaumaris, which were in distress in the bay while a heavy gale of wind was blowing from the W.N.W. The lifeboat was aloft in five minutes after the signals of distress had been shown.

HARBOURING DESERTERS.—At South Shields Police-court Henry Smith (29), 39, West Holborn, South Shields, was charged with harbouring Carl Fearson, John Johannsen, Antoni Rossi, and Alfred Harrison, being subjects of Germany, and liable to be apprehended under the Foreign Seamen's Deserters' Act, he then knowing, or having reason to believe, that the seamen had deserted from their vessel *Matador*. The prisoner was fined the maximum penalty of £10 and costs, or two months' imprisonment.

NORTH SEA FISHERIES.—At the annual meeting of the Lowestoft Mutual Drift Net Fishing Boat Owners' Trade Protection Society it was resolved that the best thanks of the institution be given to Commander Russell and officers of H.M. gunboat *Hearty*, and also to the commanders and officers of the other gunboats and cruisers which have been stationed in the North Sea on fisheries protection duty, for their services in protecting the drift net fishermen during the past year, which services have resulted in outrages on fishermen being considerably reduced.

THE LIVERPOOL SAILORS' HOME.—The annual meeting of the governors and friends of the Liverpool Sailors' Home was held on Feb. 8 at Tower-buildings, Water-street, Liverpool. Mr. C. J. Bushell presided. The report was taken as read, and the chairman, in moving its adoption, said that it was very satisfactory that the Local Marine Board had decided to renew their lease for a period of 21 years, with the option of the Board of Trade to extend it for 50 years. It was a good and proper thing for the Local Marine Board and the Sailors' Home to work together. It was also satisfactory that, notwithstanding the fact that the home had been without the sailors of the Argentine Navy, yet the numbers of the past year had exceeded those of either of the two previous years. This was especially satisfactory when it was considered that the number of sailing ships visiting the port was 242 less than in the previous years, and it was from these vessels that most of the boarders came. The reason that the finances had not come up to the preceding year was because of the increase of steamers over sailing vessels, and consequently the shortening of voyages. As regards the work of the Nautical School, this had been carried on as in former years, with due regard to the requirements of candidates for Board of Trade certificates, as well as to the teaching of navigation and cognate subjects in a thorough and scientific manner to students of all grades. He was glad to see the efforts being made to establish a Nautical College, which he hoped would be on a scale worthy of Liverpool. He hoped that before long a suitable building would be taken, and the scheme fairly launched, with everything necessary for such an undertaking. He then referred to the loss the institution had sustained through the deaths of Mr. Beazley, Mr. Brocklebank, and Mr. H. Horsfall. Mr. E. A. Beazley seconded the adoption of the report, which was carried unanimously. Votes of thanks to Mr. T. Hammer, the secretary, and the other officials of the institution for the satisfactory manner in which they had conducted the business of the concern, and also to the chairman, brought the meeting to a close.

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Seafaring.

SATURDAY, FEBRUARY 13, 1892.

PLIMSOLL OR POLITICS?

That the Sailors' and Firemen's Union is in a bad way, and will soon be in a worse, is evident from all accounts. Strive as they may to conceal the fact that there is dissension in its ranks, there can be no doubt about the fact. J. H. Wilson cannot make every man see things as he sees them, and while J. H. Wilson wants to be cook of the walk, this natural difference of opinion must inevitably breed friction. The accounts of the Union have been pronounced, on high legal authority, to be a mystery passing the wit of man to solve. If all the swindling that has been perpetrated in connection with the Union were laid bare the problem of

the Union accounts would not perhaps be so difficult. However that may be, as it is known that swindling has taken place, but has not been exposed, faith in the concern is much shaken, especially as Mr. Plimsoll insists on the public understanding that he is in no way responsible for the finances of the Union nor for the administration of its funds. Wherever seafaring men congregate the air is full of ugly rumours and suspicion, and the question who will bolt next is anxiously debated. Leading Trade Unionists shake their heads over the Union, and are full of anxiety and fear for the future. J. H. Wilson, instead of standing as Labour candidate pure and simple, has hitched himself on to the Gladstonians, who, with their usual benevolence to Labour, encourage him to fight a seat which they think he will not win. It is mostly seats that cannot be won that the Gladstonians support so-called Labour candidates in. The Conservatives, of course, are delighted. They don't want a strong opponent, and eagerly welcome J. H. Wilson as the weakest that could be selected, many of the Liberals being against him. The Socialists also are opposed to him. Yet the seamen, who, as far as we are aware, never selected J. H. Wilson for Parliament, have to pay for an apparently hopeless contest, and that, too, against a Government which has shown itself unusually favourable to the seamen's claims, and is supported by Mr. Plimsoll. The candidature of J. H. Wilson would be mischievous enough if he paid his own expenses, but as the seamen have to pay them, they have a right to complain of his causing a split in the movement by opposing Mr. Plimsoll. J. H. Wilson has made a very good thing out of the Sailors' and Firemen's Union, which, with the aid of SEAFARING—wherein appeared a most eulogistic biography of him, written by one of his tools—raised him from the obscurity of a country cook-shop to his present notoriety. Wilson has been before the public but a few short years, and it cannot be said that he has inspired universal respect, or even been able to agree with other people in the same movement. It is questioned whether he is even a seaman at all, and hinted that the position of a sea cook was the highest promotion he ever attained at sea. Mr. Plimsoll, on the other hand, has been before the public for more than a generation, spending his time and money on the cause of the seamen, and earning their gratitude and veneration. From the Queen, who is known to sympathise with his efforts, to the poorest sailor's wife, Mr. Plimsoll's name is beloved, while he enjoys the admiration of public men of various religious and political opinions. Small wonder, then, that seamen should prefer Mr. Plimsoll's advice to that of J. H. Wilson, and condemn the latter for splitting the Union by party politics, and sacrificing the seamen's interests to his own ambition to shine in Parliament, where it would be a deplorable calamity to see him.

MORE OPINIONS.

The Secretary of the Hull Seamen's and Marine Firemen's Amalgamated Association writes to the editor of SEAFARING:—"I have been requested to inform you that our members sympathise with you in your difficulties, and consider that whoever was responsible are enemies to themselves, and that if you still continue to carry on SEAFARING our members will do what they can to assist."

Justice, the organ of the Social Democracy, says:—"Mr. J. H. Wilson, the adopted Gladstonian candidate for Deptford, seems scarcely the man for the workers to back against our comrade, H. B. Rogers."

The *Labour Tribune*, the organ of the Miners, Ironworkers, Nut and Bolt Forgers, etc., of Great Britain, says:—"SEAFARING.—We regret to see that our contemporary appears this week considerably reduced in size. The editor explains that this is due to the fact that the Seamen's and Firemen's Union has suddenly withdrawn its pecuniary support, on purpose, it is explained, to save expense. As the association has simultaneously started a paper of its own, there is certainly room for the suspicion that this explanation is not the true one. As the paper was established in 1889 by Mr. Cowie, an ex-seaman, at his own cost, and has rendered splendid service to the seaman, this action of the Union has a shabby look about it. Workmen should show that they know and prize their friends, and unless a better explanation of their recent action is forthcoming most people will draw a very different inference."

The *Cork Examiner* says that the dispute between the Executive of the Sailors' Union and their journal, SEAFARING, has not been compromised. SEAFARING is still published, but the Executive of the Union have started a strange kind of sheet of their own called the *International Seamen's Gazette*. There is evidently trouble brewing for this Union. A great deal of discontent has been created owing to the lateness of the time in which the annual accounts have been presented. Last year they were about six months after the due period, and the amount standing under the heading of management was totally out of proportion to all other items of expenditure—indeed, so great that it excited the wonder not only of the friendly public, but of the less friendly Royal Commission on Labour.

The *Morning Advertiser* says:—"The split in the Sailors' and Firemen's Union has become so serious that the income has dropped from £900 to £200 a week. Not only do the majority of the men take the part of SEAFARING against the Executive, but the general secretary—Mr. J. H. Wilson—standing for Deptford as a Gladstonian candidate, has caused dissension, because a very large number of the men agree with Mr. Plimsoll, who advises the seamen to return the present Government to power, on the ground that the present Government has shown itself most favourably

disposed to the seamen. Many seamen consider that as the money being spent on Mr. Wilson's candidature is subscribed by the seamen to obtain legislation for their benefit, such as the Government has passed, it ought not to be employed for party purposes, and especially not against a Government which has shown itself well disposed towards seamen.

The *South London Mail* says:—A split has occurred in the Sailors' and Firemen's Union which, if care be not taken, may greatly weaken that organisation. At the last meeting of the Executive Council of the Union, says a correspondent who is well informed, it was decided that no further payments be made to SEAFARING, a weekly paper circulating among the seamen. That paper having been largely instrumental in making the Union a success, and having, by ventilating seamen's grievances, done much to benefit the seamen, it naturally has some claims on their gratitude and support, especially as the proprietor of the paper has carried it on at his own risk and sunk a considerable sum of money in it. SEAFARING having appealed from the decision of the Executive to the seamen themselves, finds that many of the men are on its side. In fact the majority of the seamen do not now belong to the Union whose action against the paper ranges them on the side of SEAFARING. This split is therefore a serious one for the Union, which now threatens to issue a paper of its own, though the ground on which its support was withdrawn from SEAFARING was to save money. If the Union could not afford to run SEAFARING, which had the support of the Associated Shipwrights, and an independent outside circulation, it is strange how it can afford the far more expensive undertaking of starting and running a new paper of its own.

Reynold's Newspaper says:—The Executive of the Sailors' Union, for some reason best known to themselves, have abandoned the paper which has hitherto expressed their views, SEAFARING, and have started a peculiar sheet called the *International Seamen's Gazette*, in the first number of which there is a most extravagant and fulsome laudation of royalty. Here is a sentence in the new organ:—"Probably never in English annals has been seen so spontaneous, deep, and widespread outburst of emotion as that which attended at the young Prince's death; and for a time it seemed to swallow up not only the popular liking for pleasure, but a deal of the attention usually given to business." Then it proceeds to talk a lot of fiddle-faddle in a mournful strain about the abandonment of the London season. Much the London season concerns seamen. It is the shipowners rather who have anything to do in that connection. Writing of this Union, I may be permitted to reiterate what I said some months ago—namely, that I hope that the presentation of the annual accounts will not be delayed so long as they were last year. After the warning given, they should be presented on the very day in which they are due. It is to be hoped the members will look after their own interests in this matter, more especially in a Union of this kind in which so many of them must be constantly afloat. It is therefore necessary that they should take precautions betimes to have the rules strictly enforced.

CORRESPONDENCE.

A PILOT'S ADVENTURE.

To the Editor of "Seafaring."

DEAR SIR,—I am on duty on board of the pilot boat at present in Scatterry Roads through stress of weather. Will you kindly insert in your valuable paper the following:—On the night of Feb. 1, being at anchor at Kileradane Pilot Station, blowing very strong, wind west, riding with one anchor whole scope, at 9 p.m. wind veered round to N.N.W. with terrific squalls at intervals of 10 minutes. Boat began to drive; nothing to leeward but an iron-bound cliff. Got into Kileradane Race, a sea unshipped and carried away our canvass boat from the weather davits; crew heaving in anchor at the time. Another sea hove the swamped boat in board top of davits. Set double-reefed stay-foresail, and was successful in getting our anchor, same time blowing indistinguishable. Had foresail split or parted while in Kileradane Race. Pilot-boat and crew seemed doomed to a watery grave. In fact, we did not know where in the Shannon to save lives, as we could not see our way unless by judgment, for it is never safe to steer by compass against an ebb-tide in the Shannon. After running an hour and a quarter we were determined to anchor any place we saw smooth, being in dread of running ashore on Scatterry Island. When it cleared a little sighted Scatterry Light, and were successful in coming to leeward of Scatterry; foresail gone in flitters.—Yours with every mark of true respect,
PATRICK BRENNAN, Senior, Pilot.
Scatterry Island, Feb. 5.

FISHERFOLKS' TECHNICAL EDUCATION.

To the Editor of "Seafaring."

SIR,—To save life, and to give the necessary first aid to the wounded, apparently drowned, or suffocated, and to extinguish fire on board ship, British fisherfolk require special drill and discipline. The St. John Ambulance classes, and the periodical exercise so generously given by the Royal National Lifeboat Institution in the management of lifeboats at sea, are alike equally absolutely necessary for our fisherfolk. Hence both these national institutions, as technical instructors, should be liberally supported by grants for the education of British fisherfolk from the Technical Education Committees of our various local, especially maritime, County Councils and Municipal Corporations of the United Kingdom.

Invaluable to Fishermen.—*Lloyd's Seaman's* (1892) *Almanack* gives most elaborate detailed instructions as to the practical uses of oils and grease in rough, stormy seas. In the hands of the Royal National Lifeboat Institution this should form part of the technical instruction to lifeboat crews, at the expense of the local municipal bodies.

Experience sadly shows that British coastguards are often bad boatmen, and that their sustained pulling powers at the oar are invariably inferior to those possessed by British fishermen. The too frequent ignorance of the special coast dangers, the local rocks, tides, currents, and the like, render the employment of coastguards unwise wherever local fishermen are obtainable.

Started in 1824, the Royal National Lifeboat Institution till the end of 1890 saved 35,413 lives. Its private property includes some 303 lifeboats complete, lifeboat stores, and boat-houses, already exceeding £300,000 in value. For the year ending 30th June, 1890, off the coasts of the United Kingdom alone, 4,344 vessels were lost or damaged.

During the year 1890 the mere exercise or technical practice of their lifeboats at sea, cost £8,390 17s. 10d. Such annual expenses should be defrayed from the technical education grants of the United Kingdom.

This would enable the precarious income and ever-increasing expenditure of the Lifeboat Institution, already amounting to about £70,000 yearly, to be spent chiefly to provide new lifeboats complete, lifeboat-houses, lifeboat stores, including life-saving apparatus.

The organising secretaries of County Council and Municipal Corporation Technical Education Committees will find the British fisherfolk eagerly anxious to obtain facilities for free technical education in all matters relating to their varied calling.

The County Councils and Municipal Corporations of the United Kingdom will commit serious sins of omission unless by their Parliamentary and public representatives they legally seize and secure for the nation the entire appropriate funds of the wealthy Fishmongers' Company, so as to have these available monies spent upon the technical education of our fisherfolk.—Yours obediently,

J. LAWRENCE HAMILTON, M.R.C.S.,
Late Honorary President Fishermen's Federation.

30, Sussex-sq., Brighton, Jan. 16, 1892.

FOR SAVING LIFE.—The Board of Trade have awarded a piece of plate to Mr. Jenkin Thomas, master of the steamship *Knight Commander*, in recognition of his services in rescuing the crew of the schooner *John Smith*, of Ardrossan, which was wrecked in the Atlantic on Nov. 4 last. The Board have also awarded their silver medal for gallantry in saving life at sea to Mr. Newton Allen, second mate of the *Knight Commander*, who was in command of the boat of that vessel, which rescued the shipwrecked men; and their bronze medal and a sum of £3 each to Thomas Evans, James Williams (quartermasters), and Shikh Adam Jawooden (second tinal of lascars), who accompanied him in the boat.

REWARDS FOR BRAVERY AT SEA.—The Liverpool Local Marine Board held a meeting for the purpose of presenting a silver medal to George Lofthouse, coxswain, and a bronze medal and £2 to each of the following seamen—George Orford, Hugh Owen, and John Salthouse—belonging to the steamer *Bickerstaffe*, for their services in rescuing the shipwrecked crew of the Norwegian schooner *Gefjon*, on Aug. 26 last, near Southport. Captain Seed, the master of the *Bickerstaffe*, and two other seamen had previously been presented, the former with a silver medal, and the latter with a bronze medal, and £2 each, for their services. Alderman Shallcross occupied the chair, and the other members of the board present were Messrs. Leonard, Spear, and E. B. Peel. There were also present Captain Maconab, R.N.R.; Captain Roe, R.N.R.; Captain Henderson, Superintendent M.M.O.; Captain Seed, Mr. S. W. Butterworth, agent for the Blackpool and Southport steamers; Mr. John Stansfield, of Southport; Mr. Geo. Oxford, and Mr. Jas. Seed. The Chairman said that unfortunately Mr. Lofthouse, the coxswain, was unable to be present that day, and Orford and Owen, the seamen, could not attend. The sailors had manned the lifeboat on the occasion, and the Board of Trade having made them these awards, they would be forwarded to them. John Salthouse was present, and he was quite a young seaman. Still, he was brave enough to give his assistance on this occasion. Great credit was due to the men for the fearless way in which they went to the rescue of the crew, and succeeded in performing a meritorious service. The Chairman then presented Salthouse with the bronze medal and the £2, and the recipient briefly returned thanks. This terminated the business.

AMERICAN SAILORS UNITE.

The question of organising a national Union is being seriously considered by the different seamen's Unions in the United States. That such an organisation would be beneficial in the highest degree is universally acceded. A national Union of seamen would be of inestimable value to the localities within its jurisdiction by centralising and directing toward the general welfare all the forces at present dismembered and scattered over a wide and practically inaccessible area. Instead of four irresponsible bodies, containing a membership of, say, 6,000 each, with separate treasuries and separate laws, which are not always strictly consistent with the essential purpose of organisation, there would be one significant body possessing the weight and influence which absolute unanimity commands, one law which, so far as it is possible to make a law generally applicable, would conserve the best interests of all, and one treasury, the value of which, by becoming joint property, would increase in the same ratio as the other forces amalgamated. But it is not only the material forces of the different organisations at present in existence that would be augmented by consolidation, but the moral force—the voice by comparatively weak and distracted accents one Union appeals to the sympathies and perceptions of justice, while the echo from some other quarter practically gives it the lie—the moral force would swell to pretentious dimensions, and the deliberations and demands of the American seamen would become a significant factor in the conduct of national affairs. One benefit to the present organisations of seamen would accrue simultaneously with the establishing of a national Union, and would result in the better ordering of conditions which tend to create a large influx of seamen in one direction or another at certain periods. The tendency to overrun the Lakes in the summer and the Pacific Coast in the winter would be largely counteracted by creating equally acceptable terms in these and other localities.

The idea of an organisation which shall embrace seafarers of all grades is a broad and comprehensive one, which probably contains more of the extremely liberal than the really practicable quality. An assemblage of the different classes of men who make their living by going to sea suggest a stupendous amount of work and an inevitable distraction involving a continual adjournment of the session. The interests and technicalities of the various seafarers are so numerous as to utterly preclude a profitable discussion in general session. The National Union of Sailors should consist wholly of men engaged in the actual working of vessels and affiliated, if possible, with all other classes of seafaring men in a national maritime council.—*Coast Seamen's Journal*.

THERE was a violent gale at Bilbao Feb. 5, and three English sailors were drowned by the capsizing of their ship's boat.

DURING the passage on Thursday night of the steamer *Ailsa*, from Ayr to Belfast, a fireman named Meeking was washed overboard and drowned.

OCEAN CURRENTS.—A letter enclosed in a sealed bottle was, on the 7th Oct. last, dropped from a steamer off Beachy Head, and has been returned from Christiansand, Norway, where it was found embedded in a rock on the coast, about six fathoms above sea level, on the 21st of Jan.

SHIPS SPOKEN.

A. D. Bordes, Nov. 15, 31 S, 90 W.
Allanshaw, of London, Philadelphia to Calcutta 28 days, Jan. 12, 50 N, 28 W.
Avonia, barque, Cardiff to Cape Town 13 days, Dec. 26, 15 S, 31 W.
Akerhjelm, barque, Jan. 3, 3 S, 30 W.
Argo, Cardiff to San Francisco, Dec. 12, 58 S, 71 W.
Abana, bound east, Dec. 18, 55 S, 78 W.;—last three by the Penthesisia, at Valparaiso.
British Army, of Liverpool, Cardiff to Port Adelaide 23 days, all well, Jan. 9, 5 N, 26 W.
Beech Holm, of Sunderland, Concepcion to Falmouth 44 days, all well, Dec. 14, 35 S, 37 W.
Benmore, Liverpool to Honolulu, Jan. 24, 9 S, 34 W.
Bengal, of Liverpool, Dec. 27, 26 S, 29 W.
Bracadale, four-masted barque, all well, Jan. 2, 17 S, 31 W.
Cairnmore, Pisagua to Dunkirk 56 days, Dec. 26, 25 S, 24 W.
City of York, Cape Town to Astoria, Dec. 4.
County of Kiarross, Cardiff to Mauritius, Jan. 12, 7 S, 34 W.
County of Haddington, four-masted ship, England to Acheen, Dec. 2, 37 S, 28 W.
Claverdon, Jan. 8, lat. 19, long. 89 E.
Cape Breton, of Greenock, steering south, Feb. 4, 43 N, 10 W.
Callao, Jan. 24, 2 N, 30 W.
Drumalis, English four-masted ship, London to Sydney, all well, Jan. 3, lat. 2, long. 25 W.
E. W. Stetson, barque, Jan. 20, 32 N, 39 W, all well.
Erato, barque, Dec. 12, 26 S, 22 W.
Edmund Phinney, New York to Valparaiso, Jan. 23, 11 S, 35 W, by the Aorangi, s, at Plymouth.
Fiery Cross, British ship, bound west, Dec. 6, off Staten Island.
Firth of Tay, British ship, Iquique to Falmouth, Jan. 10, 3 N, 30 W.
Falconhurst, English ship, Jan. 17, 2 S, 31 W.
Flink, steering south, Jan. 30, 33 N, 20 W.
Glenshee, British barque, Feb. 9, off Bardsey Light.
Glengaber, Jan. 17, 23 N, 39 W, reports bowsprit sprung.
Glance, English barque, Swansea to Port Nolloth, Dec. 30, 11 S, 30 W.
Gelert, yacht, of Cowes, Jan. 30, 44 N, 10 W, all well.
Grandee, British ship, Jan. 17, 1 S, 30 W.
George Peake, bound north, Jan. 18, 12 N, 26 W.
Helga, Dec. 10, 48 S, 48 W.
H. Bischoff, steering SE, Nov. 30, 32 S, 28 W.
Hilston, English ship, Jan. 28, 49 N, 12 W.
Inga, all well, Feb. 4, 49 N, 12 W.
Kepler, Dec. 9, 26 S, 30 W.
Katharine, 52 S, 85 W.
Kirkhill, of Liverpool, Shields to Payta, Dec. 22, 43 S, 59 W.
Lilian Morris, British barque, Iquique to Queens-town, Jan. 5, 1 N, 28 W.
London, Nov. 4, 21 S, 76 W.
Loch Katrine, of Glasgow, Glasgow to Melbourne 26 days, all well, 2 S, 29 W.
Lanarkshire, Dec. 6, 56 S, 66 W.
Levuka, of Nova Scotia, all well, Jan. 3, 16 S, 32 W.
Piako, Otago to London 67 days, all well, Jan. 2, 10 S, 25 W.
Pass By, for Queenstown, Jan. 29, 49 N, 31 W.
Queen of Cambria, Iquique to Falmouth, Dec. 17, 39 S, 31 W.
Queen of Cambria, Dec. 25, 28 S, 26 W.
Rhône, British ship, New York to Calcutta, Jan. 24, 32 N, 36 W.
Rathdown, of Dublin, steering south, Feb. 2, 40 N, 14 W.
Sydenham, British barque, Jan. 20, 9 N, 26 W.
Sophia Joakim, for Calcutta, Jan. 2, lat. 13, long. 78.
Serena, of Plymouth, all well, Feb. 3, 56 N, 1 E.
Susanna, Italian barque, Charleston to Barcelona, Jan. 20, 36 N, 57 W.
Sierra Cadena, Liverpool to San Francisco, Dec. 12, 58 S, 71 W.
Sarah (?), barque, of Boston, Jan. 13, off Western Islands.
Urania, Dec. 19, 34 S, 29 W.
Va'paraiso, San Francisco to St. Nazaire, Dec. 23, 18 S, 28 W.
Wasdale, of Liverpool, all well, Feb. 6, 48 N, 8 W.
Wilcannia, s, steering south, Jan. 23, 1 N, 10 W.
Zadok, Santos to Porto Cabello, Dec. 21, 15 S, 29 W.

THE BEST PRESENT.—Subscribe to SEAFARING and have it sent for 3, 6, or 12 months, post free, to yourself or friends. Price, 1s. 8d. for 3 months, 3s. 3d. for 6 months, 6s. 6d. for 12 months.

SWEPT OVERBOARD.—The African Steamship Company have received an intimation that during the recent voyage of their steamer *Angola*, from Liverpool for the West Coast of Africa, Dr. Jackson, the surgeon on board the vessel, was washed overboard and drowned during a violent gale in the Bay of Biscay. Dr. Jackson, who was 28 years of age and a graduate of Dublin University, was a son of Sir Robert Jackson, of Dublin. It is stated that he met his death while endeavouring to alleviate the sufferings of an injured fireman. The weather was terrible, and everybody aboard the steamer had been cautioned against the danger of going aft. A fireman sustained an injury and was carried to the saloon, where the surgeon attended him. Requiring medicine for the sufferer, Dr. Jackson, in spite of warning of the risk he ran, attempted to reach his own quarters aft to procure it. He was never seen again, and was undoubtedly washed overboard and drowned.

SETTLEMENT OF SALVAGE.—A settlement was effected in Sheriff Brown's Court, Aberdeen, on Saturday, 6th inst., of an action for £200 as salvage, brought by a number of Aberdeen fishermen against Mr. James L. Cunliffe, registered owner of the steam fishing boat *Petrel*, which stranded at the entrance to Aberdeen Harbour on the 3rd December, 1891. The joint minute of settlement was to the effect that the parties concurred in craving the Court to find that £30 is fair remuneration for the services rendered to the steamship *Petrel* by the persons on the pier of Aberdeen, on the morning of 3rd December, 1891, other than those with whom the defender has already settled, and to award said sum of £30 for such services, and meantime to sist procedure for 14 days, to enable the defender to apply to the Receiver of Wreck to receive said sum of salvage for distribution by him in terms of the 46th section of the Merchant Shipping Act. The *Petrel* was valued at about £1,500, and the value of her cargo of fish, etc. at £50.

GLASGOW SAILORS' HOME.—The 23rd annual meeting of the Glasgow Sailors' Home Association was held on Jan. 29 in the Underwriters' Committee-room, Royal Exchange-buildings, Glasgow, Lord Dean of Guild Guthrie Smith in the chair. The hon. secretary (Mr. J. M. Threshie) read the directors' report. It stated that considerable outlay had been incurred during the past year to meet the requirements of the Glasgow sanitary authorities for additional air spaces, with the result that the accommodation had been restricted to about two-thirds. The home continued to serve the purposes for which it was instituted, but the increase of common lodging-houses, to which seamen were diverted, had reduced the numbers who took advantage of the home. The directors were considering how to make the home more attractive. Although there was fully two months' rent to be accounted for, the revenue showed an excess over the expenditure. The sums lodged on account of board and for safe keeping amounted to £3,374 9s., and the money in bank at the end of the year at the credit of seamen amounted to £135 2s. 3d. The chairman, in moving the adoption of the report, said it showed that the institution was going on well. The Sailors' Home was now an old institution in Glasgow, and those of them who had been long connected with it might look back with satisfaction upon the good work done in a quiet and unostentatious manner. It had certainly rescued many a poor sailor from being carried away to lose his money, his character, and his health. Mr. R. C. Rundell seconded, and the report was adopted.

GAME TO THE LAST.

One day, while Artemus Ward was travelling in a bus, and, feeling miserable, dreaded to be bored by strangers, a man took a seat beside him, and presently said:

"Did you hear the last thing of Horace Greeley?"

"Greeley? Greeley?" said Artemus. "Horace Greeley? Who is he?"

The man was quiet about five minutes. Pretty soon he said:

"George Francis Train is kicking up a good deal of a row over in England. Do you think they will put him in a Bastille?"

"Train? Train?—George Francis Train?" said Artemus solemnly. "I never heard of him."

This ignorance kept the man quiet for about 15 minutes, then he said:

"What do you think of General Grant's chances for the Presidency? Do you think they will run him?"

"Grant? Grant? Hang it, man!" said Artemus, "you appear to know more strangers than any man I ever saw."

The man was furious. He walked to the door, but at last came back and said:

"You confounded ignoramus! Did you ever hear of Adam?"

Artemus looked up and said: "What was his other name?"

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